

ILLEGIB

Approved For Release 2003/09/30 : CIA-RDP78T05439A000500370063-1

Approved For Release 2003/09/30 : CIA-RDP78T05439A000500370063-1

**TOP SECRET**

*NPIC*

*S 10881*



CIA/RR CB SC 65-20

4 October 1965

Copy No. *22* of 250

## INTELLIGENCE BRIEF

EVIDENCE OF CONTINUING CHINESE COMMUNIST PLANS  
TO PRODUCE BOMBERS

DIRECTORATE OF INTELLIGENCE  
Office of Research and Reports

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

**TOP SECRET**

**TOP SECRET** [REDACTED]

EVIDENCE OF CONTINUING CHINESE COMMUNIST PLANS  
TO PRODUCE BOMBERS

25X1D

[REDACTED] photography of [REDACTED] reveals that construction of Yen-liang Airframe Plant No. 172 in Communist China\* has continued since the facility was last observed [REDACTED]. Moreover, the recent coverage indicates that construction has been started on a final assembly building that probably will be large enough for medium bomber aircraft. The plant, the intended production site for the Badger (Tu-16) jet medium bomber [REDACTED] was in a relatively early stage of construction at the time of the withdrawal of Soviet technicians in mid-1960. Some time in [REDACTED] or [REDACTED] however, the Chinese apparently felt sufficiently confident to go ahead with their own aircraft production program for the plant, probably for the Badger, and construction of the plant was resumed. At the present rate of construction the facility should be complete [REDACTED]

1. Facility Construction at Yen-liang Airframe Plant

25X1D  
[REDACTED]  
[REDACTED]  
[REDACTED]

The facility was first photographed [REDACTED] (see Figure 1) and was subsequently photographed [REDACTED]. Analysis of the photography indicates that there was no change in the facility or in the construction activity at the plant between [REDACTED] and [REDACTED]. 2/ Although construction was clearly at a standstill during this period, it was resumed in [REDACTED]. [REDACTED] coverage [REDACTED] revealed that the construction program had progressed significantly (see Figure 2). A new section had been added to one of the buildings, there was construction of a taxiway to connect the plant with Yen-liang Airfield, and two new buildings had been completed. As of the time of this photography, however, there was no evidence that a final assembly building was under construction, and there was no building large enough to accommodate production of the Badger.

\* Twenty-two nautical miles NNE of Hsi-an, 34 39 N 109 16 E.

**TOP SECRET** [REDACTED]

***TOP SECRET***

 $\dot{X}_1$ 

25X1D Although Plant No. 172 was far from complete in late 1964,

23A1D

25X1D

25X1D

X-1

25X-1-D

[redacted] photography of the plant in [redacted] reveals that construction of the facility is continuing (see Figure 3). Since [redacted] [redacted], there has been progress toward completion of the large subassembly building and an additional shop-type building. In addition, photography reveals ground scarring for a probable final assembly building approximately 750 feet by 250 feet. The building will be connected with the airfield by the taxiway, which was under construction in [redacted]

25X1D  
25X1D

## 25X1Duplications for the Future

produce this medium jet bomber. Although early evidence of production could have applied equally to the Badger or its transport version, the Camel (Tu-104), there is no reason to believe that the Chinese would go to these lengths to produce a transport that they could purchase. As construction continues and the height of the building is revealed, it will become clear whether the Chinese do in fact intend to produce the Badger. Production of this medium jet bomber requires a clearance of about 50 feet at the eaves.

At the present rate of construction, Plant No. 172 should be complete in 1967. If the program receives high priority, production could occur as early as 1968, if no slippage occurs in the supply of parts and components.

\* See CIA/RR MM SC 65-2, The Aircraft Industry of Communist China, 21 July 1965, TS CODEWORD [REDACTED]

***TOP SECRET***

**TOP SECRET**

25X1

Sources: 25X1D

1. [REDACTED]
2. CIA. CIA/PIR-1003/64, The Chinese Communist Aircraft Industry, 1944-1963, Apr 64. S/ [REDACTED]
3. [REDACTED]

Analyst:

25X1D

Coord:

25X1A

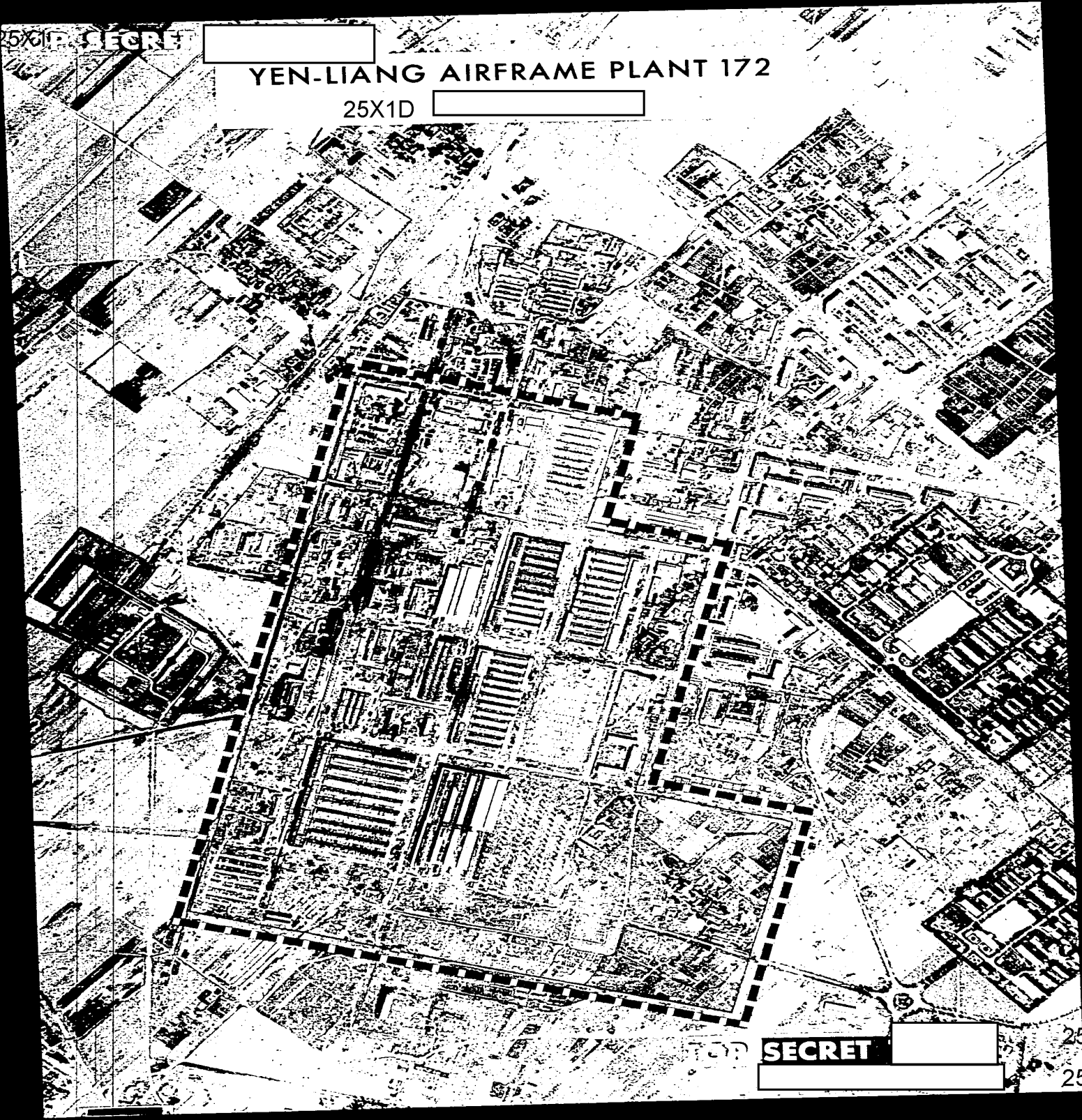


**TOP SECRET**

25X1D SECRET

YEN-LIANG AIRFRAME PLANT 172

25X1D



TOP SECRET

25  
25

TOP SECRET

25X1D YEN-LIANG  
AIRFRAME PLANT 172

25X1D  
Airframe plant building completed since last U-2 photography in

Main area  
of airframe plant

TOP SECRET

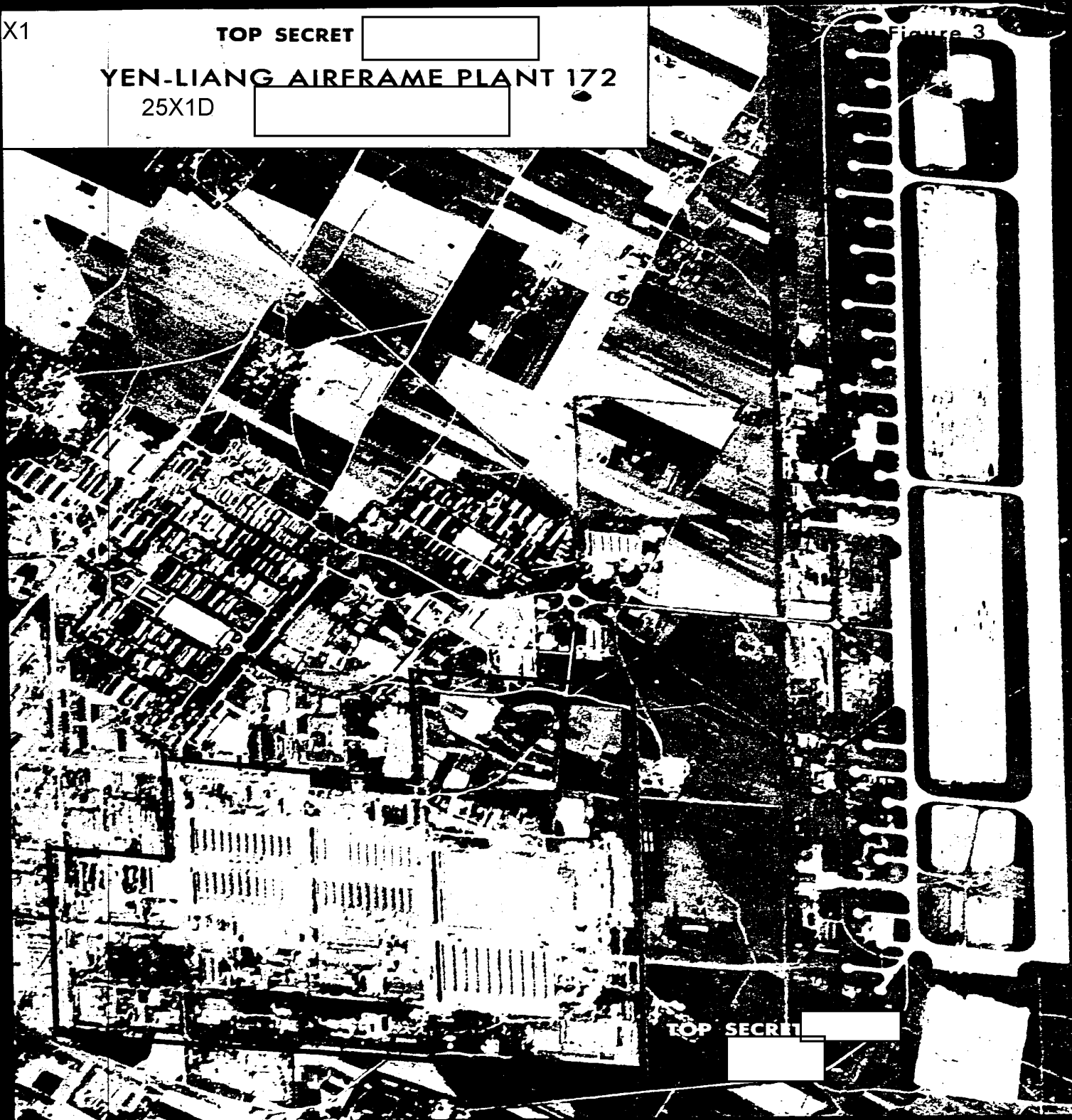
X1

TOP SECRET [REDACTED]

# YEN-LIANG AIRFRAME PLANT 172

25X1D [REDACTED]

Figure 3



TOP SECRET [REDACTED]